

No. 8264.—JULY 4, 1899.]

THANG AWAI, a letter-carrier, employed in the Post Office, was charged, before Mr. Pollock to-day, at the instance of Mr. T. Baradass, with refusing to obey orders. He rebelled against tying up some bags for the Shanghai mail on the 3rd instant, and used abusive language towards the complainant. A fine of \$4 was imposed, with the alternative of three weeks' hard labour.

ABOUT 4.15 this morning fire broke out in the first floor of the house No. 271 Queen's Road West, and resulted in the total destruction of the building. The premises were used as a cake shop, and the fire is said to have been caused by the overheating of some baskets which were placed over an oven to dry. The damage is estimated at \$1,400, and the place was insured in an office for which Messrs Norton and Co. are agents, for \$1,300.

Two Spanish seamen were brought before Mr. Pollock to-day charged with stealing \$80, the property of Dr. Miguel de la Admiralty Dock, Hongkong. The first prisoner, Mr. Miguel's servant boy, when arrested handed over \$57 of the plunder. There was no evidence against the second prisoner and he was discharged. The first prisoner was sentenced to five days' imprisonment and one whipping of six strokes.

Mr. Wodehouse had an inquiry at the Magistrate to-day into the circumstances attending the death of Joseph O'Connell, a quartermaster on board H.M.S. *Conquest*, which occurred on the 1st inst. while the vessel was in Hongkong. From the evidence it appeared that about three o'clock in the afternoon, of the day in question, O'Connell had gone into the ship's dispensary, which had been left open for a few minutes, and swallowed a quantity of hydrocyanic acid, from the effects of which he died that evening. Dr. Wales, the ship's surgeon, said he had been called to see the man about four o'clock. O'Connell said he had been sick, but did not tell him he had taken the acid. Dr. Wales treated him for gastric irritation, which he assumed arose from some article of diet, and after a draught of lukewarm water O'Connell said he felt very much better. He was left in charge of the sick-bay, man who had instructions to watch him carefully. Becoming worse afterwards O'Connell died that evening. The post-mortem showed that death was due to poisoning. It appeared from the evidence that O'Connell had been in low spirits for some time and was morose and odd in his behaviour. Mr. Wodehouse found that the deceased committed suicide while in an unbalanced state of mind.

It is understood that a business firm has made an offer to the Postmaster-General of \$25,000 a year for the privilege of advertising on the backs of postage stamps, of which 2,400,000,000 are to be put into circulation annually, and of telegraph forms, of which 100,000,000 are also to be put into circulation annually. The offer is said to derive a revenue of \$12,000 a year from this form of advertising.

In one of his diaries the Shah tells a story of his sojourn in London which is worth repeating. He went to an exhibition of paintings, one of which struck him as being remarkably well done. It was an oil painting, and he was looking at it with great interest. 'What is the price of that picture?' he inquired, through his interpreter. 'A hundred pounds,' was the answer. 'A hundred pounds!' exclaimed the Shah, in amazement; 'that is an exorbitant price. Why, a live ass is incomparably cheaper. I will buy that ass for a hundred pounds, but this ass requires no fodder.' This remark greatly amused the Shah, who admitted that 'We laughed heartily at it.'

Mr. J. Conner, writing in the *Matin*, sees in the increase of foreign cardinals, a great chance for a foreign Pope. The Holy See has no longer a sovereign of an Italian group, there is no need for him to belong to the Italian nationality. There can be no doubt, says the *Paris* correspondent of the *Deutsche Zeitung*, that there in France there exists a secret ecclesiastical movement to push forward at the next conclave a non-Italian cardinal. Three more members of the Sacred College are now French, and Cardinal Lavergne is at the head of the movement. The general opinion is that even if that member of the Sacred College can at present fulfil the conditions required in a foreign Pope, and that the choice must eventually fall upon an English or an American cardinal.

The Chinese Times translates the following, which is headed 'a strange fact of nature, from the Shih Pao': 'Yesterday, a countryman presented to the Tientsin Tientsin a bundle of peas, every one of which had three blades upon it. The countryman said that all the peas in the field grew so as to resemble the Buddhist's Lobhans, all having the face-like appearance, and also that a little indistinct sound had sometimes been heard as if they were speaking to one another. Happy enough appear to be the peas in China and Japan, for the Shih Pao mentions that the bamboo in Tientsin are putting forth 'white flowers, the shape of which is like a tuft of a woman's hair'; and this has never been known to occur before.

The project of a through Siberian railway is still the subject of two conditions and one concession, one of which is provided for by General Aunghoff. There is much discussion on the question of choosing the northern or southern route, the latter being virtually a continuation of the Transcaspian Samarcand-Tashkent railway through Semipalatinsk, Kopeisk, Kuldai, and so far as possible along the Chinese frontier. The *London Standard* pretends that the northern route has been decided upon, and that the line will be commenced from Tobolsk in 1899, and constructed as far as Achinsk, 2,900 versts, by 1899. At the same time it is proposed to begin the line at the other end—the Ural district. No doubt the opinion of English publicists and statesmen, so widely made known, that Wiedewitz would be a valuable point for the location of the Chinese expedition in case of a rupture, has helped to convince the Russians of the urgency of this great undertaking.

The Prince of Wales has for some time past entertained the intention of arranging a tour in India for his eldest son, and there is now every reason to hope that His Royal Highness Prince Albert Victor may visit this country a visit during the coming winter. It is understood that the Prince's Queen Victoria entirely approves of the projected tour, which will, however, not be of an official character, nor, as was the case on the occasion of the visit by his illustrious father, a Royal Progress. The Prince's journey has been entirely private, and the Prince will be accompanied by a small suite, the composition of which is still under consideration. The tour will probably comprise the principal Presidency cities, some Native States, the great military stations of the North-West Frontier, and some sporting expeditions. As the visit will be of a quasi-private character it will probably afford little opportunity for ceremonial entertainments, and we understand that it is the desire of the Prince of Wales that these should, generally speaking, be dispensed with. We are informed, been definitively decided that no presents will be accepted or exchanged during the tour.—*Madras Mail*, 12th June.

The little community of Malacca has its joys and sorrows, and lately a case has been tried in the Magistrate's Court, which has given rise to some comment. A Government Apothecary, Mr. De Vaz, was charged with cheating and forgery, and the Colonial Surgeon, Dr. W. B. Fale, was necessarily one of the chief witnesses, as the Head of the Department. Our Malacca contemporary commented on the alleged contradictory nature of his evidence. There happen to be two lawyers in Malacca, the one a native, and the other a European, and the latter, either by accident or by design, has been secured for a modest salary of \$20,000. The newspaper secures the other lawyer and puts in some observations modifying, to some extent, its previous remarks. It is uncertain whether Dr. Fale will still claim the sum he values his injured reputation at. Mr. De Vaz has been acquitted on all the charges, and now proposes to bring an action against his quondam chief. The law is jubilant.

Conservator Phillips takes a very lugubrious view of the state of affairs at Foochow. In concluding his report, he says: 'The British population of the port numbers 101 residents, who have large vested interests, but now that the trade is so rapidly decaying many prefer selling their houses and godowns to Chinese and renting the same from them when the market is low. During the year ending the amount of \$110,000 passed from British into Chinese hands. There is before closing this report one peculiar feature relating to the trade of the place which seems to demand mention. When the tea trade slumped, many reached the level where there is not a single other article of commerce, either export or import, that a foreign merchant can deal in with a profit. Every year innumerable letters are received from merchants at home asking if there is an outlet for their particular article of trade or manufacture. It has always been hard to have to answer, 'No, Foochow people will not embark in anything that is new; there is no enterprise among them. Their wants are few, and, unlike their fellow-countrymen at Amoy, they do not go abroad and acquire new tastes. Thus the future prospects of the port are anything but encouraging.'

Lord Dufferin, in the course of his speech at the Guildhall, said: 'On the east our relations with the Amoy of Afghanistan continue to be of a most satisfactory nature. In reference to this point I desire to seize this opportunity of publicly recognising the loyal and honourable manner in which the Government of Russia has observed and maintained its obligations arising out of the Afghan Demarcation Convention. (Cheers.) Nor, in thus expressing my acknowledgments to the Government of St. Petersburg for their loyal and friendly attitude, must I fail to render a similar tribute to another great imperial administration—I mean that of His Majesty the Emperor of China. (Cheers.) Had the Chinese chosen to do as they might at the time of our expedition to Burma have greatly increased and complicated the difficulties of our task. (Hear, hear.) And I have great pleasure in bearing my testimony to the energetic and official manner in which the Chinese Government and the Viceroy of Yunnan have saved us from the difficulties which would have been imposed in Tonquin by the operations of the Black Flag and Chinese freebooters. And now, my Lord Mayor, my lords, and gentlemen, I do not see that I have any right to intrude further upon the kind attention of this assembly. In again thanking you for the honour you have done me, perhaps I may be permitted in Lady Dufferin's name to convey to you her heartfelt thanks for the kind and sympathetic manner in which you have alluded to her work in India, and which I, as an impartial witness, say cannot be overrated. (Cheers.)'

THE P. & O. COMPANY.—The directors of the P. & O. Company, entertained about 300 gentlemen at dinner at the Hotel Metropole the other week. Among the present were the Earl of Aberdeen, Lord Herschell, Lord Sudeley, Lord Brassey, Sir James Ferguson, M.P., G.C.S.I., Sir Brougham, Lord, General Sir Donald Stewart, G.C.B., Admiral Sir H. Kuper, G.C.B., Lord Stalbridge, Sir G. F. Bowen, G.O.M.G., Mr. J. C. MacDonald, General Sir Andrew Clarke, G.O.M.G., Sir Thomas Wade, K.C.B., &c. Mr. Thomas Sutherland, M.P., the chairman of the company, presided on the occasion. In reply to the 'Proposals' to the P. & O. Company, proposed by Colonel Sanderson, said the P. & O. Company held a position in the commercial world of a somewhat unique character, and had performed a valuable and important service in connecting our Eastern Empire with these shores. It might be interesting to mention that it was long since when twenty-eight days were occupied in the transit of the mails from London to Bombay. Recently, however, and now not infrequently, passengers and mails have been sent from Charing Cross and had arrived at Bombay in little more than fourteen days—only half the time. If not in exactly the same ratio, an acceleration at all events almost equally important had been effected in regard to the transit of the Australian and Chinese mails. Comparisons were sometimes made between the company's business and the carriage of the American mails to the West Coast, and it was pointed out that the distance covered by that journey is something like 2,900 miles. The delivery of a P. & O. mail embracing China, Japan, and the two islands of India, required a journey of about 24,000 miles. The performance of the company's business was short of that of the American mails, but it was accomplished lately, but if the passenger trade, and the East ever attained anything like half the proportions of the American passenger trade, they would be happy to build ships to abrogate the distance by three days. The company's business was the carriage of the mails to the West Coast, and the delivery of the mails in India in fourteen days from England.

THE RECENT FIRE IN QUEEN'S ROAD WEST. The inquiry by Mr. Wodehouse into the circumstances connected with the fire, at 249 Queen's Road West, on the 28th ult., was resumed to-day. The master of the shop, who could not be found on the first day of the inquiry, appeared and was examined. Mr. De Vaz attended the inquiry in his behalf.

The following additional evidence was taken:—
Mr. Hung Kam Shing, chief interpreter, said: 'I have examined the two books produced. The small one is a book of goods received. The principal dealings are with a shop in Siam for timber. There are dealings in silk clothes with the Chung Sing shop, Fatsien. The last timber entry dated 20th June is for \$1033 worth of goods received by the S. S. *Kong Beng*. The last entry for silk clothes is dated 24th June and is for \$4732. There is an entry for freight due to the Yuen Fat Hong, referring to the \$1033 worth of wood by the *Kong Beng*. The amount mentioned is \$164. This entry is also dated 20th June. There is no mention of freight for clothes. There are several items referring to bills of lading. The last of these is on the 8th June and the amount \$3,000. On 30th May the book shows \$7,000 worth of wood received. Judging by the book the business would appear to be a flourishing one. The dealings seemed to have been practically limited to the two shops named. The second book deals with payments and receipts. The payments refer chiefly to provisions and necessities for the shop. There is one payment of \$3,000 mentioned for silk goods. The latest entry mentioned is 27th June, the amount being \$10. The amounts generally range from \$20 to \$30 and under; sometimes there are larger items, such as \$1,200 on 3rd June, which appears to have been borrowed on a promissory note. On 23rd May there is an item of \$1,200 repaid.'

Cheng Sui Lung said: 'I am master of the Kwong Shing shop which was burnt down, and have been for four years. I have a partner named Wong Pui. My business is that of a timber merchant and general trader. I used to live in the shop, and also named Cheng Kut. My two foks and a shop-cook lived in the shop. They slept in the front part of the shop, and the goods were stored at the back. On the night of the 28th, when the fire occurred, I was with a friend in the cockloft of the shop. The goods in the shop at the time consisted of a small quantity of wood and eight boxes of silk clothing. There was about \$300 worth of fruit. There were fifteen boxes of preserved fruit and a box of shoes. The boxes of clothing were in the middle part of the shop. The goods in the front part of the shop contained \$4,700 worth of goods, which came from Fatsien on 24th June. On the 26th they were taken out to be shipped to Siam, but were brought back again the same day and remained till the 27th. They came from the Kwong Shing shop in Fatsien. The Kwong Shing shop at Siam. They were my property. I had not sold them. The clothes were made up. The timber consisted of teakwood planks. I don't know how many there were. I think there were eight or ten. There were also some planks of teakwood. There were about fifty planks of blackwood. The planks were lying on the floor, some piled on the top of others and some or two lying singly. The planks were from four to ten cheks long. The box of shoes was beside the silk clothing. The goods in the shop were also my property. There was nothing more in the shop. That is a mistake—there were fifteen boxes of preserves. These boxes were in rows three deep and were nearer the front of the shop than the silk clothing. They were worth \$127. The quantity of the goods was about fifty planks of blackwood. The planks were lying on the floor, some piled on the top of others and some or two lying singly. The planks were from four to ten cheks long. 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Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail-SteamsHIP CITY OF
Peking will be despatched for
San Francisco, via Kobe and Yokohama, on
TUESDAY, the 9th July, at 1 p.m., taking
Passengers and Freight for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.
First-class Fares granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return ... 350.00
To San Francisco and return ... 350.00
To Liverpool ... 325.00
To London ... 330.00
To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
turning at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until
5 p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; values
of same is required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Offices in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 66a, Queen's Road Central,
C. D. HARMAN,
Agent.

Hongkong, July 1, 1889. 1221

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship ARABIC will be
despatched for San Francisco, via
Yokohama, on TUESDAY, the 16th Inst.,
at 1 p.m.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan
Ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

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AND BOSTON.

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THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
MALWA, Captain W. L. BROWN, with
Her Majesty's Mail, will be despatched
from this office for LONDON, via BOMBAY
AND SUZUKI CANAL, on SATURDAY, 13th
Inst., at Noon.

Cargo will be received on board until
4 p.m. on the day before sailing.

Parcels and Specie (Gold) at the Office
until 4 p.m. on the day before sailing.

Stik and Valuable for Europe will be
transhipped at Colombo; Tea and General
Cargo for London will be conveyed via
Bombay without transhipment arriving one
week later than by the ordinary direct route
via Colombo.

For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR & ORIENTAL STEAM NAVIGATION
COMPANY'S Office, Hongkong.

The Steamer takes Cargo and Passengers
for MARSEILLES.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, July 3, 1889. 1290

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ence to PARTNERSHIP REGISTRATION AND
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Copies may be had at the China Mail
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Hongkong Rates of Postage.

In the following Statements and Tables
the Rates are given in cents, and are, for
Letters, per half ounce, for Books and
Patterns, per two ounces.

Newspapers over four ounces in weight
are charged as double, triple, &c., as the
case may be, but such papers or packets
of papers may be sent at Book Rate. Two
Newspapers must not be folded together as
one, nor must anything whatever be inserted
except bona fide Supplements. Printed
matter may, however, be enclosed, if the
whole be paid at Book Rate. Prices Current
may be paid either as Newspapers or
Books.

Commercial Papers signify such papers
as, though written by hand, do not bear
the character of an actual or personal cor-
respondence, such as invoices, deeds, copied
music, &c. The charge on them is the same
as for books, but, whatever the weight of
a packet containing any partially written
paper, it will not be charged less than 5
cents.

The sender of a Registered Article for
a Union Country may accompany it with a
Return Receipt on paying an extra fee of
5 cents.

The limit of weight for Books and Com-
mercial Papers to Foreign Post Offices is
4 lbs. Patterns for such offices are limited
to 8 ounces, and must not exceed these
dimensions: 8 inches by 4 inches by 2
inches.

Countries of the Postal Union.
The Union may be taken to comprise all
civilized countries except the Australasian
and Cape Colonies.

Postage to Union Countries.
General Rates, by any route:—
Letters, 10 cents per ½ oz.
Post Cards, 5 cents each.
Registration, 10 cents.
Newspapers, 2 cents each.
Books, Patterns and 2 cents per 2 oz.
Comm. Papers, 2 cents per 2 oz.
There is no charge on redirected corre-
spondence within the Postal Union.

Postage to Non-Union Countries.
Australia, New Zealand, Tasmania, and
Fiji, via Torres Straits, Letters, 10; Re-
gistration, 10; Newspapers, 2; Books and
Patterns, 2; Via Ceylon, Letters, 15 cents;
Registration, 10; Newspapers, 2 cents each;
Books and Patterns, 2 cents per 2 oz.
S. Africa Colonies—Letters, 30; Re-
gistration, 10; Newspapers, 5; Books and
Patterns, 5 per 2 oz.

LOCAL POSTAGE.

General Local Rates for Hongkong,
Macao, China, Japan, Siam direct (d),
Cochin-China, Tonquin, and the Philip-
pines:—
Letters per ½ oz., 5 cents (e).
Post Cards, each, 1 cent.
Books and Patterns, per 2 oz., 2 cents.
Newspapers and Prices Current, each, 2
cents.
Registration, 5 cents.

(d) Via Singapore, 10 cents.
(e) Between Hongkong, Canton, and Macao
2 cents.

Local Delivery.
1. All correspondence posted before 5
p.m. on any week day for addresses in
Victoria will be delivered the same day,
and generally within two hours, unless the
delivery should be retarded by the Contract
Mails.

2. Invitations, &c., can generally be
delivered within Victoria at the private
houses of the addressees rather than at
places of business, if a wish to that effect
be expressed by the sender, otherwise all
correspondence is invariably delivered at
the nearest place of business.

3. Bookholders who desire to send Citre-
lars, Dividend Warrants, Invitations, Cards,
&c., all of the same weight, to addressees in

Hongkong, or the Ports of China, may
deliver them to the Post Office unsealed,
the postage being then charged to the
sender's account. Each batch must con-
sist of at least ten.

4. Bookholders may also send Patterns to
the same places in the same way. En-
velopes containing Patterns may be wholly
closed, if the nature of the contents be first
exhibited or stated to the Postmaster
General, as he may consider necessary, and
approved by him. Printed Circulars may be
inserted in such Pattern Packages.

The Post Office declines all responsibility
for Unregistered Letters containing Bank
Notes, Coin, or Jewellery and, where Re-
gistration has been neglected, WILL MAKE
NO ENQUIRIES into alleged losses of such
letters.

Parcel Post to the United Kingdom.
Parcels not exceeding 11 lbs. in weight
are received in Hongkong and at British
Post Offices in China, for transmission to
the United Kingdom by P. & O. Packet
via Gibraltar. No parcel is sent with the
Overland Mail via Brindisi. Parcels there-
fore delivered in London about eight days later
than the Mail, if the nature of the contents be
any parcel, even though sealed, is liable to
be opened for examination.

Parcels must be posted in Hongkong
before 3 p.m. on the day before the depar-
ture of the Mail. These arriving from the
Coast, &c., after this hour are kept for the
following P. & O. Mail.

The Postage is 25 cents per lb., and 20
cents each succeeding lb. or fraction of a lb.
which includes Registration fee, and must be
prepaid in stamps. No further charge is
made in the United Kingdom except for
Customs duties. No parcel must be more
than 3 feet 6 inches in length, or 6 feet in
greatest length and girth combined. A re-
ceipt is given for each Parcel.

The sender must fill up a form of Customs
Declaration, which can be obtained free at
each Post Office. No parcel can be accepted
until this is completely and accurately
filled. The only articles ordinarily sent
from China which are liable to duty are
Tea, Tobacco, and Gold and Silver plate.

Dangerous or perishable goods, articles
likely to injure the Mails, Liquids (unless
securely packed) or parcels easily crushed,
such as bond-boxes are prohibited. No Parcel
can be received if its value exceeds \$500.

A Parcel may contain a letter to the same
address as that of the Parcel itself, or an-
other Parcel to the same address. No
other enclosures are allowed.

With regard to inward Parcels, addressees
are requested to observe that the Parcel
Mail is not opened until the ordinary dis-
tribution of letters, &c., is finished. The
postage on Parcels at home is 10d. per lb.,
the Regulations are generally similar to the
above, and the Parcels are sent out via
Gibraltar.

Indemnity for the Loss of a Registered Article.
The Post Office is not legally responsible
for the loss of any article registered with
special reference to PARTNERSHIP REGISTRATION AND
BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the China Mail
Office, and at Messrs. LANE, CHAMBERS &
CO., Price, 75 cents.

When correspondence has been mis-
sent or delayed (both of which are liable to
happen occasionally) all that the addressee
need do is to note on the cover, Sent to
me, or Received at 7 p.m., or as the case
may be, and forward it without any
other writing whatever to the Post Office
General. This should be done on the first
time cause of complaint occurs; it is a
mistake to let such matters pass for fear of
giving trouble, a course which generally
gives more trouble in the end.

1. Circulars, Dividend Warrants, In-
vitations, Cards, Patterns, Bills, Almanacs,
&c., for addresses in Hongkong or the Ports
of China, in batches of not less than ten of
uniform size and weight may be sent to
the Post Office unsealed, the postage, at
the rate of one cent each, being paid in
cash or charged to the sender's account.
Special accounts may be opened with an
address for the delivery of considerable
numbers of such articles.

2. Such covers, when addressed to places
other than Hongkong or China, must be
prepaid two cents each in stamps as here-
before.

3. Circulars, &c., must not exceed 2
ounces each in weight. Patterns, Almanacs,
&c., must be under 4 ounces each in weight.
Heavier articles will be charged ordinary
rates.

4. Envelopes containing Patterns, &c.,
may be wholly closed if the nature of the
contents be first exhibited or stated to the
Postmaster General, as he may consider nec-
essary, and approved by him. Printed Cir-
culars may be enclosed in pattern packets.

5. Addresses must be complete. That
is to say, on such covers as are not ad-
dressed to heads of houses the addressee's
residence or place of business must be
added. Incompletely addressed covers will
be returned to the sender for address.

6. It must be understood that the above-
mentioned classes of correspondence will
invariably be delivered at places of business
unless special arrangement is made for
delivery at private houses or houses of
residence can only be made subject to the
General work of the Post Office.

Fees for Public Vehicles.
Chairs.
IN VICTORIA WITH TWO PASSENGERS.
Half hour ... 8 c.
One hour ... 0.10 Three hours ... 0.50
One hour ... 0.20 Six hours ... 0.70
Day (6 a.m. to 6 p.m.) ... \$1.
If the trip is extended beyond Victoria,
half fare extra.

BEYOND VICTORIA, WITH FOUR PASSENGERS.
Hour ... 0.60 Six hours ... 1.50
Three hours ... 1.00 Day (6 a.m. to 6 p.m.) ... 2.00
Jitribekas.
(With single driver).
Quarter hour ... 0.05 Hour ... 0.15
Half hour ... 0.10 Every 15 minutes ... 0.10

Nov.—Victoria extends from Mount
Davis to Causeway Bay and up to the level
of Robinson Road. If the vehicle is
discharged beyond these limits half fare
extra is to be allowed for the return journey.
Extra drivers and drivers and extra hours to
be paid proportionate rates.

Merchant Vessels in Hongkong Harbour.

Exclusion of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the

Shipping or midway between each shore are marked S., in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to Jardine's Wharf.
 3. From Jardine's Wharf to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.
 5. From P. and O. Co.'s Office to Paddar's Wharf.
 6. From Paddar's Wharf to the Naval Yard.
 7. From Naval Yard to Blue Buildings.
 8. From Blue Buildings to East Point.
 9. From Kowloon's Island to North Point.
 10. Kowloon Wharves.
 11. Jardine's Wharf.

Vessel's Name.	Flag.	Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers							
Activa	Ger.	str.	360	July 2	Wielers & Co.	Cebu	To-morrow
Alvina	Ger.	str.	400	July 3	Wielers & Co.	Hohow, &c.	To-morrow
Amoy	Ger.	str.	415	July 3	Wielers & Co.	Quarry Bay	To-morrow
Ariadne	Dutch	str.	689	June 27	Siemens & Co.	Haiphong	To-morrow
Avochie	Brit.	str.	1039	June 30	Morris & Bay	Amoy & Manila	To-day
China	Ger.	str.	1041	July 4	Chinese	Yokohama	To-morrow
Clara	Ger.	str.	674	June 28	Siemens & Co.	Kobe & Yokohama	To-day
Diamond	Brit.	str.	514	July 2	Russell & Co.	Manila	To-day
Falkenberg	Brit.	str.	983	July 3	Melchers & Co.	Sandakan	To-day
Fushiki Maru	Japan.	str.	1213	July 3	Mitsui Bussan Kaisha	Coast Ports	To-morrow
General Wexler	Ger.	str.	1 20	July 2	Melchers & Co.	Amoy & Manila	To-morrow
Haiphong	Ger.	str.	1122	June 23	Douglas Steamship Co.	Swatow	To-morrow
Independence	Ger.	str.	871	July 1	Wielers & Co.	London, &c.	To-morrow
Iphigenia	Ger.	str.	1069	July 1	Siemens & Co.	New Zealand	To-morrow
Lochiel	Brit.	str.	1378	June 30	Adamson, Bell & Co.	Shanghai	To-morrow
Namur	Brit.	str.	1379	June 30	Adamson, Bell & Co.	Shanghai	To-morrow
Namchow	Brit.	str.	1109	July 3	Butterfield & Swire	Shanghai	To-morrow
Namoa	Brit.	str.	825	July 2	Douglas Steamship Co.	Shanghai	To-morrow
Nanzing	Brit.	str.	808	June 30	Jardine, Matheson & Co.	Shanghai	To-morrow
Pakistan	Brit.	str.	817	July 2	Hop King Hong	Shanghai	To-morrow
Pilot Fish	Brit.	str.	161	Sept. 27	H. K. & W. Dock Co.	Shanghai	To-morrow
Port Augusta	Brit.	str.	1855	June 30	Adamson, Bell & Co.	Shanghai	To-morrow
Port Charles	Brit.	str.	1387	June 30	Adamson, Bell & Co.	Shanghai	To-morrow
St. Clears	Brit.	str.	1854	July 2	Borneo Steamship Co.	Shanghai	To-morrow
Tachow	Brit.	str.	862	July 2	Ban Ho Hong	Shanghai	To-morrow
Tatlar	Brit.	str.	1560	June 30	Jardine, Matheson & Co.	Shanghai	To-morrow
Thales	Brit.	str.	819	July 3	Douglas Steamship Co.	Shanghai	To-morrow
Tyrrone	Brit.	str.	1743	June 30	Adamson, Bell & Co.	Shanghai	To-morrow
Ulysses	Brit.	str.	1427	July 2	Butterfield & Swire	Shanghai	To-morrow
Wampoa	Brit.	str.	1105	June 30	Butterfield & Swire	Shanghai	To-morrow
Yangtze	Ger.	str.	814	July 2	Siemens & Co.	Shanghai	To-morrow
Sailing Vessels							
Agonor	Amer.	sh.	1414	May 25	Renter Bruckelmann & Co.	New York	To-morrow
Alexander Yeats	Brit.	sh.	1589	June 2	Order	New York	To-morrow
Aron	Brit.	sh.	634	May 17	Caplain	New York	To-morrow
Australia	Norw.	bgo.	999	June 11	Welchers & Co.	New York	To-morrow
C. C. Chapman	Amer.	sh.	1570	June 19	Russell & Co.	New York	To-morrow
Camelot	Brit.	bgo.	370	June 2	Jardine, Matheson & Co.	New York	To-morrow
Charger	Amer.	sh.	1379	June 30	Russell & Co.	New York	To-morrow
Conqueror	Amer.	sh.	1540	June 18	Russell & Co.	New York	To-morrow
Constance	Brit.	sh.	1502	June 8	Renter Bruckelmann & Co.	New York	To-morrow
Dorothea	Ger.	bgo.	620	May 2	Siemens & Co.	New York	To-morrow
Ebenezer	Brit.	bgo.	317	June 16	Gilman & Co.	New York	To-morrow
Geo. V. Jordan	Amer.	sh.	662	May 29	Master	New York	To-morrow
Great Admiral	Amer.	sh.	1497	April 29	Melchers & Co.	New York	To-morrow
Halgarda	Brit.	sh.	1038	May 21	Siemens & Co.	New York	To-morrow
Iron	Brit.	sh.	1116	June 7	Melchers & Co.	New York	To-morrow
Josephus	Amer.	sh.	1397	June 13	Butterfield & Swire	New York	To-morrow
Laughing Wave	Brit.	bgo.	161	June 2	Siemens & Co.	New York	To-morrow
Mabel Taylor	Brit.	sh.	128	June 2	Melchers & Co.	New York	To-morrow
Martha Davis	Amer.	bgo.	832	June 13	Russell & Co.	New York	To-morrow
Richard Parsons	Brit.	sh.	1327	June 8	Adamson, Bell & Co.	New York	To-morrow
Sir Wm. Wallace	Amer.	bgo.	1116	June 7	Wielers & Co.	New York	To-morrow
Southern Cross	Amer.	sh.	908	June 13	Wielers & Co.	New York	To-morrow
Spinaway	Brit.	bgo.	325	June 2	Siemens & Co.	New York	To-morrow
Titan	Amer.	sh.	1176	April 12	Russell & Co.	New York	To-morrow
Velocity	Brit.	bgo.	149	May 20	Renter Bruckelmann & Co.	New York	To-morrow
Vigilant	Amer.	sh.	1723	July 2	Russell & Co.	New York	To-m